

Attorney Docket: 028987.52701US

WHAT IS CLAIMED:

1. Roof rack for a vehicle having a basic carrier which can be fixed on a vehicle roof and can be connected with a load carrier which comprises a loading element which, in a loading position, projects inclinedly downward from the load carrier on at least one vehicle side, wherein the load carrier in each case consists of two transversely extending stationary profiled carriers in which, on each vehicle side, the loading element consisting of a load-bearing structure is displaceably guided by way of adjusting levers into an extended inclined loading position and into a retracted transport position on the vehicle roof, and, on each vehicle side, the loading element consists of two swivellable profiled carriers with a connecting carrier rod on the end side, and the free ends of the profiled carriers facing away from the carrier rod are each connected with the adjusting lever and respectively.

2. Roof rack according to Claim 1, wherein the adjusting lever is held with its one end by way of a pin in a swivellable manner in the swivellable profiled carrier and, with its other end, which faces away, is displaceably arranged by way of a sliding element or a roller in the stationary profiled carrier of the load carrier.

3. Roof rack according to Claim 1, wherein, in the inclined loading position, the adjusting lever is held with a first supporting surface on a stationary stop of the stationary profiled carrier.

4. Roof rack according to Claim 2, wherein the first supporting surface of the adjusting lever, in the inclined loading position, is arranged in a vertical plane and is situated opposite a corresponding surface of the stop, and a second supporting surface on the adjusting lever is arranged with respect to the swivellable profiled carrier at an angle with respect to the first supporting surface of the adjusting lever.

5. Roof rack according to Claim 4, wherein the swivellable profile carriers have a support on the free ends of the stationary profile carriers and, by way of the adjusting lever, can be supported on the stationary stop and, by way of the surface, on an interior surface of the profiled carrier.

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6. Roof rack according to Claim 3, wherein the stationary stop in each case has lateral guide grooves in which guide webs engage which are stationarily held on the profiled carrier and which are arranged on both sides of the stop.

7. Roof rack according to Claim 6, wherein the guide webs are arranged on the end side of the profiled carriers and can be used for achieving a fixing sliding-in of the profiled carriers into a transport position.

8. Roof rack according to Claim 1, wherein, on the end side of the profiled carriers, one adjustable locking pin respectively is held which, in the transport position, projects into a corresponding opening of the stationary profiled carrier and, in the loading position, is arranged in an exposed manner with respect to the opening.

9. Roof rack according to Claim 8, wherein the locking pin is held on the end side at a spring element, and an adjusting element is connected with the spring element, and which is arranged outside the profiled carrier and can be connected with the adjusting element by way of a bent-away tongue.

10. Roof rack according to Claim 8, wherein the spring element, at its rearward end facing away from the locking pin, can be connected with the profiled carrier by way of a bent-away section.

11. Roof rack according to Claim 1, wherein a stationary plug-type element is in each case arranged on the profiled carriers and, in the transport position, the opposite profiled carriers can be fitted on.

12. Roof rack according to Claim 11, wherein the plug-type element consists of a wedge-shaped insertion part which can be slid into a face-side opening of the corresponding opposite profiled carrier.

13. Roof rack according to Claim 1, wherein one stationary closing cap respectively having a closing element and a resilient locking tongue is arranged at the free end of the swivellable profiled carrier, and, in the transport position of the loading element, the locking tongue engages in a locking manner in one recess respectively of the stationary profiled carrier.

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14. A roof rack for a vehicle, comprising:

a load carrier on a roof of the vehicle, the load carrier including

a stationary carrier;

adjusting levers; and

a loading element on at least one side of the vehicle, the loading element including

two swivellable carriers each having first and second ends,

and

a connecting carrier rod connecting the swivellable carriers near the first ends of the swivellable carriers, wherein the second ends of the swivellable carriers are each connected with one of the adjusting levers and, the loading element being displaceably guided by way of the adjusting levers in the stationary carrier between an extended inclined loading position and a retracted transport position, wherein at the loading position the loading element projects inclinedly downward from the stationary carrier.

15. The roof rack according to Claim 14, wherein each adjusting lever having first and second ends, the first end of each adjusting lever is held by a pin in a swivellable manner in one of the swivellable carriers, and the second end of each adjusting lever is displaceably arranged by a sliding element or a roller in the stationary carrier.

16. The roof rack according to Claim 14, wherein, in the inclined loading position a first supporting surface of each adjusting lever is held on a stationary stop of the stationary carrier.

17. The roof rack according to Claims 16, wherein in the inclined loading position the first supporting surface of each adjusting lever is arranged in a vertical plane and is situated opposite a corresponding surface of the stationary stop, and a second supporting surface of each adjusting lever is arranged with respect to the

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swivellable carrier at an angle with respect to the first supporting surface of the adjusting lever.

18. The roof rack according to Claim 17, wherein the stationary profile carrier has a support for the swivellable profile carriers, which can be supported, by way of the adjusting lever, on the stationary stop and, by way of the surface, on the adjusting lever.

19. The roof rack according to Claim 16, wherein each stationary stop has lateral guide grooves in which guide webs of one of the swivellable carriers engage, and wherein the lateral guide grooves are arranged on both sides of the stop.

20. The roof rack according to Claim 19, wherein the guide webs are arranged on one of the ends of the swivellable carriers and can be used for sliding of the swivellable carriers .

21. The roof rack according to Claim 14, wherein each swivellable carrier includes an adjustable locking pin which, in the transport position, projects into a corresponding opening of the stationary carrier and, in the loading position, does not project into the opening.

22. The roof rack according to Claim 21, wherein the locking pin is attached to a spring element, and an adjusting element is connected with the spring element and is arranged outside the swivellable carrier and wherein the spring element can be connected with the adjusting element by way of a bent-away tongue of the spring element.

23. The roof rack according to Claim 22, wherein the spring element, at its end facing away from the locking pin, can be connected with the carrier by way of a bent-away section.

24. The roof rack according to Claim 14, wherein the stationary carrier includes stationary plug-type elements in which, in the transport position, the swivellable carriers extend respectively.

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25. The roof rack according to Claim 24, wherein each plug-type element includes a wedge-shaped insertion part which can be slid into a face-side opening of the corresponding swivellable carrier.

26. The roof rack according to Claim 14, wherein a stationary closing cap having a closing element and a resilient locking tongue is arranged at the second end of each swivellable carrier, and, in the transport position of the loading element, the locking tongue engages in one recess of the stationary carrier.